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RIVER, RR TRANSPORT SPEED
FREIGHT DELIVERIES TO CONSTRUCTION PROJECTS

EXTEND TRACK TO TSIMLYANSKAYA HYDROELECTRIC CENTER -- Moscow, Gudok, 10 Jun 51

The Rostov Railroad Construction and Restoration Administration was made responsible for extending the railroad track to the Tsimlyanskaya Hydroelectric Center. This track will be used to haul construction materials to the construction area.

The project was not a small one. In 4 months it was necessary to lay 70 kilometers of track, complete 1,300,000 cubic meters of excavation work, construct dozens of bridges, stations, homes for railroad workers, and other buildings. The work would have required 10,000 workers if done manually. However, all labor-consuming processes were mechanized. The administration received 12 large excavators, 6 elevator-graders, 6 six-cubic-meter scrapers, 10 bulldozers, tractors, earth-removal, and other machines. Work on the project continued day and night.

The road builders laid the roadbed in record time: the entire 70-kilometer roadbed (not including approaches to bridges) was laid in 43 workdays.

Some of the capital construction was also accomplished in record time. For example, the pier sections were prepared at a specially organized concrete plant and were laid by 45-ton cranes. Small bridges were completely assembled in 48-60 hours, whereas this work usually took as much as 2½ months. Temporary bridges were constructed in staging areas and delivered to the construction area already assembled.

The oblast party organization recruited thousands of kolkhoz workers for the project, and these workers supplied their own equipment.

- 1 -

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As soon as several dozen kilometers of track were laid, carloads of material and equipment for the Volga-Don Canal construction project would come to the end of the line, where it would be transshipped by truck to the construction areas.

When the last track had been laid, bad weather set in and roads became practically impassable. As a result, the track and sidings became clogged with additional traffic which could not be carried to its destination by road. To alleviate this situation, the Rostov Railroad Construction and Restoration Administration helped construction workers of the Volga-Don Canal complete an 8-kilometer track between Dobrovol'skaya and Shlyuzovaya. This was completed in a short time.

The administration next built a 30-kilometer line to the irrigation canal ahead of schedule. Last year, millions of rubles were saved by transporting freight over these railroads, and already hundreds of thousands of tons of freight are being transported to the Volga-Don Canal and the irrigation canal via these routes.

NEW TRACK TO SPEED FREIGHT DELIVERIES -- Moscow, Gudok, 27 Jun 51

On 24 June 1951, the first train arrived at the destination station at Zhigulevsk on the right bank of the Volga at Kuybyshevgidrostroy with freight for the hydroelectric construction project.

In building this line, construction workers handled nearly a million cubic meters of earth, built dozens of bridges and culverts, and laid 120 kilometers of main line and station track in 8 months.

Moscow, Gudok, 25 Aug 51

On 16 May 1951, a convoy of tractors and bulldozers started to construct a railroad line from Siding Km 675 to the site of the future dam at Terpinie village.

Kiev, Pravda Ukrainy, 21 Jul 51

A large base has been set up to fabricate track sections for the Kakhovka GES spur line. Two hoist cranes are working here. Each of them delivers nearly 2 kilometers of track per day to the place of laying. Several days ago, work was started on joining track sections together; several kilometers of this work have been accomplished. The roadbed is prepared first. Ties and track pads are then laid, drilling work is done, and then the tracks are re-joined. All work is being done according to schedule.

First-class machinery is being used on the job. Three grader-elevator machines are used to build up the roadbed. Two operators, working one of these machines in shifts, extracted 18,000 cubic meters of earth and laid it on the roadbed in seven shifts. The roadbed is now 30 kilometers long. Construction workers on the project pledge to lay the first dozens of kilometers of new track by 5 August.

FREIGHT SHIPMENTS TO KAKHOVKA HELD UP -- Moscow, Trud, 6 Jul 51

The Alma-Ata Machinery Plant of the Ministry of Electric Power Stations completed an order of belt conveyers for the Kakhovka GES ahead of schedule, but the conveyers have been held up 5 days for lack of transportation.

- 2 -

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Machinery made in Alma-Ata must be shipped to Zaporozh'ye by rail and thence to Kakhovka by river. Transportation is being held up because Glavenergozap-chast' (Main Administration for Spare Parts and Repairs) has not yet coordinated freight shipments between the railroad and river transport organizations. Until this is done, the railroad cannot load the machinery.

STALINGRAD GES FREIGHT SHIPMENTS GET PRIORITY -- Moscow, Vechernyaya Moskva, 11 Aug 51

At the Moscow Marshaling Station of the Moscow-Ryazan' Railroad System, cars loaded with freight for the Stalingrad GES project are dispatched along with the first available trains instead of in the normal manner. This has resulted in a considerable speed-up of shipments to the Stalingrad GES. Layover of cars being shipped to the Stalingrad GES has been reduced from 4 days to 2 days. In the first 7 months of 1951, the station dispatched 212 trains above plan. These trains included many cars which carried freight for the great construction projects.

RR, RIVER WORKERS PLEDGE QUICK DELIVERIES TO PROJECTS -- Ashkhabad, Tur'menskaya Iskra, 26 Jun 51

Workers of the Kazandzhik station have pledged to ship all freight to the Mair Turkmen Canal without delays. In the first 5 months of 1951, the station saved 31,768 car hours and shipped 245 freight trains by fast freight methods.

Minsk, Sovetskaya Belorussiya, 22 Aug 51

To speed up freight shipments through the port of Gorn'ye, railroad and river workers have pledged to transfer more than 70 percent of the incoming freight directly from boats to railroad cars and vice versa without unloading them in the port. Recently, 70 carloads of lumber arrived at Gorn'ye to be transshipped to the Kakhovka construction project. The lumber was quickly transferred to ships and sent to the construction site. The same method is being applied in transshipping grain of the recent harvest.

SAND DELIVERIES TO CANAL DELAYED -- Moscow, Rechnoy Transport, 20 Jul 51

River vessels of the Stalingrad region were to haul more than 7,000 tons of sand daily to the Volga-Don Canal project during June. However, only 3,000 to 5,000 tons were delivered during the first 10 days of the month. The river vessels would be able to handle more sand, but the loading capacity of the Dubovka Quarry will not handle the required volume.

Unloading the sand at the Krasnoarmeysk wharf also limits the sand-hauling operations. When all the belt conveyers at this wharf are in operation, they move so slowly that they become clogged up and do not carry the expected loads. When an attempt is made to speed up the conveyers, the motors break down. As a result, barges loaded with sand are held up at the unloading pier.

SHIPS TO CONSTRUCTION PROJECTS -- Moscow, Rechnoy Transport, 15 Jun 51

During the 1951 navigation season, the Volga Freight Ship Line will haul more than a million tons of various freight for the construction projects.

- 3 -

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NEW SHIPS DELIVERED TO TAKHIA-TASH -- Ashkhabad, Turkmeneskaya Iskra, 29 Aug 51

Freight for the Main Turkmen Canal construction project which goes through the transshipping base at Chardzhou is either shipped by water through the wharf at Farab or is shipped by rail to Pitnyak Station where it is transferred to water transport through the Sharlauk wharf. The destination is Takhia-Tash.

Recently, an entire diesel ship was transported to Chardzhou on three railroad cars from shipbuilders of Molotov Oblast. The vessel was shipped to the Sharlauk wharf, where it was put in the water. From there it will go under its own power to Takhia-Tash.

On 14 August, a KS-1 cutter was assembled at the Chardzhou Ship Repair Plant and shipped on to Takhia-Tash.

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